J. Fred Betz 3d Offers \$500 in Cash or Plate to Quaker City Motor Club as Prize for Event to Be Run on Same Day as Annual Fairmount Park Contest.

Some of the members of the Quaker City Motor Club are trying to induce the officials of the Philadelphia organization to arrange a road race for small cars, to be held on the same day the contest for big cars is held in Fairmount Park. The discussion of the plan has resulted in J.
Fred Betz 3d offering \$500 in either cash
or plate if the club's contest committee
and other officials decide in favor of con-

ducting such an event.

Mr. Betz is a wealthy young amateur member of the Quaker City Motor Club and competed in the second annual road race of the organization, held over a circuit in Fairmount Park on October 9, this year when he drove a duplicate of the 90 horse when he drove a duplicate of the so norse-power Simplex with which George Robert-son won the race. The members of the Quaker City club who hope to induce the club officials to arrange for a small car race are divided over the manner the pro-posed event should be run, some of them being in favor of having the small cars race at the same time as the larger ones, as in this year's Vanderbilt cup race, while others would like to see the small cars in a separate contest started early enough in the morning so it would be finished be-fore the large cars began their race.

The men who are interested in the pro-posed event for small cars think the club officials could readily secure the consent of the municipal authorities and the Fairmount Park Commissioners for the event to be run over the same circuit as the larger cars use. The first Fairmount Park race, during Founders Week last year, and the second race in October, this year, proved to be very popular, as great crowds of Philadelphians turned out to watch both events. Mayor Reyburn occupying the official box at each race.

official box at each race.

It is expected that the officials of the Massachusetts State Automobile Association will try to secure the amendment of the provision in the State motor vehicle law which requires drivers to sound their horns when approaching street crossings. When the State Legislature was considering this provision last winter its passage was opposed by the motorists of the State, as they claimed that a somewhat similar provision in the motor vehicle laws of New Jersey and Pennsylvania had been responsible for great annoyance to residents on roads used by automobilists, on account of the incessant tooting whenever there were a number of cars close together.

The fact that the provision may be an oppressive and unjust one was clearly shown at Boston recently after a big football game at Cambridge. There was such a turnout of automobiles that the cars were only a few feet apart and the drivers was no real necessity for the horns. There was no real necessity for the horns. There was no real necessity for the horns. The so slowly there was no chance of accident to any person or vehicle coming out of a cross street.

As a matter of fact if the drivers had observed the provision to blow their horns at all the crossings the chance of accident would have been multiplied and not decreased. In spite of the obvious lack of any real need for the horns to be sounded some policemen took the numbers of the cars whose drivers did not sound their horns and the drivers were summoned into court. As all of the drivers who were accused of violating the law had been too much occupied to sound their horns and will try hard to have it amended.

W. W. Crawford, assistant secretary of the Chicago Automobile Club, szys mem-

and will try hard to have it amended.

W. W. Crawford, assistant secretary of the Chicago Automobile Club, says members of the organization are showing great interest in the chauffeurs' registration bureau established by the officials of the club. Scarcely a day goes by without some member, making a report on some chauffeur who has proved to be unworthy because of reckless driving or some other offence.

"One member wrote in that a chauffeur who was recently imprisoned for criminal carelessness in running down a pedestrian had formerly worked for him and had repeatedly been guilty of reckless driving as well as grafting on tires and supplies, said Mr. Crawford. "He said this information would have been given freely had any one asked him for it. The registration of chauffeurs was started by the club for the purpose of protecting the drivers who are all right and punishing those who break the laws."

Along with its work for just motor rehicle legislation and the promotion of its annual road race in Fairmount Park and other competitive events the Quaker City Motor Club is greatly interested in the progress of the good roads movement. To prove this interest the members recently offered the use of the clubrooms in the Hotel Walton, Philadelphia, for good roads affairs in the following resolution:

"Whereas 'Good Roads' should be the slogan of every automobile club; and whereas this important matter is essential to the general welfare and in order to encourage every well considered plan for the advancement of this great project, and as an incentive to organized endeavor in this direction, now we, the Quaker City Motor Club, in regular club meeting assembled, do hereby resolve to offer the use of our clubrooms and pledge the full support of our organization to all practical movements for the promoting of 'good roads."

In using soap on the varnished surfaces of automobiles every effort should be made to prevent the raw soap from coming in contact with these surfaces. To prevent damage to varnished surfaces, as well as waste of the soap, it should be thoroughly dissolved in water before using. The method adopted by many of the large garages in cleaning automobiles is as follows: Dissolve one pound of high grade soft oil soap to each gallon of water and use from one-half to a full pint of this solution to each sail of wash water, just enough to form a good suds, or dissolve from five to six pounds in a fifty gallon barrel full of water and dip this solution out with the pail for washing.

and dip this solution out with the pail for washing.

Do not put raw soap into the pail which is used for washing a car. Wet the car with clean water first and then wash with suds and immediately rinse with hose or sponge and clean water. After this rub dry with chamois or soft cloth to bring up high polish. There are few who understand the proper method of using soap on varnished surfaces and few who realize that economy is gained by using high quality soap. The car should always be washed off or wet with clean water to remove dry dust, as soapsuds on dry dust tends to spot or streak the car.

Horseless Age makes this comment on the matter:

"Our attention has been called to the fact that the New Jersey vehicle lighting law passed some months ago is by no means generally enforced, numerous teamsters continuing to drive after dark without displaying lights as required. The passage of the law was followed by considerable rejoicing among the motorists of the State, at whose instigation the bill was introduced, but if the benefits of the law are not to be lost it seems that immediate grees are necessary to urge its strict enforcement.

orcement.

Such a law on the statute books without being enforced is much worse than no law at all, as it gives road users a false sense of security in this respect. Motorists are interested most in this matter, as unare interested most in this inatter, as un-ighted slow going vehicles are a great menace to the faster moving vehicles. New Jeraev has a strong motorists organ-nization, which by inquiry among its mem-pers could easily obtain reliable information

as to the extent the law is being violated, and a complaint lodged with the author-ties, if deemed necessary would undoubt-edly result in a stricter enforcement of the

AUTOMOBILES

AUTOMOBILES.

# The Man Who Built the Pennsylvania Tunnel Says-

About the "Studebaker 40" Touring Car:

My Studebaker has been in constant service during the past year, and I have never yet stopped on the road for any mechanical trouble whatever. Have repeatedly passed higher powered and higher priced foreign cars, and have no hesitancy in saying I believe you have the best automobile

> Very truly yours, JOHN F. O'ROURKE.

We publish a new letter in every advertisement. Come in and see the originals.

Mr. John F. O'Rourke is an engineer of national reputation. He selected the Studebaker because of its mechanical perfection. Buy a Studebaker—the car chosen by men who know.

Send for illustrated catalog

GASOLENE Enclosed Care Touring Cars

Roadsters



ELECTRIC

Landaulets

Broadway and 48th Street

One Toy Tonneau One 40 H. P. Roadster FOR DELIVERY NOV. 27

marksmen appeared in the morning. Just eight gunners came to the traps in the afterneon and found great sport smashing the blue-rocks, despite the stiff northwest wind. Dr. J. J. Keyes proved the best gunner. For the highest score in the Thanksgiving Day shoot he received a beautiful plaque.

The scores:

Trophy Shobt—Fifteen targets, handicap—C. E. Hendricksen, 3, 12; W. W. Peabedy, scratch, 12; F. S. Hyatt, 2, 12; H. W. Woodcock, 2, 10; W. C. Damron, scratch, 7.
Shootoff—A. E. Hendrickson, 2, 14; W. W. Peabedy, scratch, 13.

BAD DAY FOR RUNNERS. Y. M. C. A. Holds the Only Brooklyn Fixtare Out of Seven.

The miserable weather that prevailed sterday marred athletics in Brooklyn. Seven road races and two athletic meets were scheduled, but all save one were postwere scheduled, but all save one were post-poned. The hardy runners of the Eastern District Y. M. C. A. were the only hill and dale chasers from the City of Churches to brave pneumonia. There were twelve contestants in a five mile cross-country run in Maspeth, L. I. C. T. Jaeger, with a handicap of three minutes, proved the winner.

word. He said several weeks ago that with no string tied to it. If Johnson crawls, under these circumstances, he will prove tional Sporting Club of London some time ago proclaimed Langford heavyweight title because we would rather win it in the ring. But Langford stands ready to de-fend the middleweight championship at weights, Johnson preferred. Let John-son cover our \$10,000 forfeit and agree to fight some time this winter either in this country or in Europe, or admit that he has no right to call himself heavyweight cham-

challenger who would be entitled to a match with the winner of the big championship

who will bid for the Jeffries-Johnson fight, will probably arrive here to-day. He says he will hang up a guaranteed purse of \$75,000, and that if he gets the fight he will make the puglists sign an agreement not to indulge in any other contests prior to their meeting. McCarey says that Langford would have a chance to beat Johnson and that the latter would be foolish to run the risk of a defeat which would kill all interest in the struggle with Jeffries. If is understood that for similar reasons Jeffries will be advised by all the leading promoters to steer clear of Kaufman.

The American A. C. of Schenectady announces that Joe Thomas, the California middleweight, and Bill McKinnon, the Boston puglist, will meet in a ten round bout there next Tuesday night. Mean-

oe cut from the tongue of an ordinary of all the second of the second of

"Our praposition is a simple one," said Woodman yesterday. "The Jeffries-Johnson fight will not take place before July 4, or more than seven months from date. If Johnson can defeat Langford he can win \$10,000 from us, in addition to a large percentage of the purse, which may amount to \$25,000. He can also increase his prestige, so that there will be even more general interest in his mill with Jeffries than there is now. We have taken Johnson at his models our people are inclined to copy."

It is apparent that the racetracks at Jacksonville and Tampa intend to establish a governing body to control winter racing in Florida. The Southern Jockey Club has been formed by these tracks and after New Year's trainers and jockeys will have to apply for new licenses. Until that time the Florida tracks will recognize licenses granted by the New York Jockey Club, the Canadian Racing Association, the Kentucky State Racing Commission and the Pacific Coast Jockey Club, if only to avoid complications. So many horses have gone to the Florida tracks that the promoters, it seems, want to corner the game. In view of this fact persons who have planned to build a new track at Pensacola may be completed to secure the sanction of the Southern Jockey Club before they begin the work of construction. Both Jacksonville and Tampa, which opened yesterday, have fixed up a deal with the poolrooms by which the desired information will be sent out without friction.

Tom Shaw will probably make the biggest book at Jacksonville, while George Rose will conduct a "big store" at Juarez. Fred Cook will be the leading layer to cut in at Tampa.

Hunting cabin cruiser Tambour sold for Irving D. Rhodes, Waterford, N. Y., to Griswold Dennison for use in Great South

Griswold Dennison for use in Great South Bay.

Raised deck cruiser Tam O'Shanter sold for R. Henderson and D. C. Preacher to the Narrows Island Club for use in vicinity of the headquarters at Poplar Branch, N. C. Raised deck cruiser Irene sold for Alfred Mestre to Bayard L. Foulke. The Irene won second prize in the 1997 New York to Marbiehead race.

Auxiliary sloop yacht Alana sold for H. C. Perry to H. F. Dawes for cruising on Lond Island Sound,

Yawi Anna sold for Frederick Schuchardt to Isaac N. Maynard for use in vicinity of Clayton, N. Y.

Sloop yacht Squaw sold for W. E. and E. K. Valentine to Vinal S. Terry for use around Port Jefferson, L. I.

Knockabout Mustang sold for B. Franklin, Jr. Providence, R. I., for shipment to the British West Indies. The Mustang will be entered in a regatta which is to take place at Grenada.

### is more efficient and reliable than any water-cooling system. The Franklin air-cooling system for 1910 is the sensation of the year. It marks an import-The Franklin air-cooled engine is the most efficient and economical of all automobile engines. The Franklin has held the world's

The Franklin new air-cooling system

ant era in automobile history. It removes every objection, real or fancied,

that ever existed against air cooling, and places air cooling in the unchallenged lead. Our air-cooling system is simple and posi-

tive. The engine cylinders have vertical flanges. Around each cylinder close to the flanges is a sheet metal air jacket open at the top. These jackets with their continuous base and the engine boot form an air tight compartment. At the rear of this compartment is the suction-fan engine fly-wheel. This fly-wheel fan draws the air in large volume through the air jacket down around each cylinder. The air that passes one cylinder does not pass any other cylinder. Each cylinder is individually cooled, and each has an equal and large supply of fresh air. The front fan formerly used is dispensed with.

Compare our air-cooling system and the water-cooling system with its many mechanical elements and complications. Our system cannot fail to work. There is nothing to get out of order. On the other hand the water system with its fan, pump, radiator, soldering, joints and piping is subject to disablement, leakage and freezing. And see the saving in

You can if you wish satisfy yourself that under severe work the Franklin engine cools perfectly when many water-cooled engines give trouble from overheating.

"At one hotel in the mountainous country, during a stop for luncheon I saw six high-class, water-cooled cars come in overheated while my Franklin was not abnormally hear-

economy record for years, and in July last a 1910 Franklin at Buffalo, N. Y., set a new mark, bettering our previous world's record by 31 per cent. In this contest the Franklin outdid the nearest of its twenty competitors by 50

The Franklin is economical and reliable all the way through. It does not strain and rack itself; there is not the deterioration and the rattle and noise which develop in other auto-

As to the new cooling system—its success is, already written in the open book of owners' experience. Delivery of 1910 models began in June, six months ago. Hundreds are in daily

Franklins are built in three chassis sizes, four- and six-cylinder, with bodies covering the whole range of touring cars, runabouts, closecoupled, limousines, landaulets, town cars and

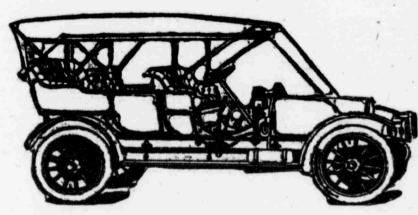
The three touring cars offer a choice in size and power best suited to your needs. Model H, 42 horse power, seating seven, is the peer of all six-cylinder automobiles. Model D, 28 horse power, is the ideal city and family touring car. Model G, 18 horse power, is the only high-grade small touring car made in America.

With every refinement known in the art of closed car building, the Franklin, because of its unequalled riding qualities, is the most luxurious and comfortable of all closed automobiles.

Note—Even if you are not going to purchase now, you are very welcome to call and inspect the new models.

### FRANKLIN AUTOMOBILE COMPANY

73d St., Broadway and Amsterdam Ave., New York City



sutomobile book ever made, will interest you. It is sent only on request. Write for it.

H H FRANKLIN MANUFACTURING COMPANY Syracuse N Y

## CZAREYNA SELLS FOR \$9,000

A. B. COXE OF PAOLI GETS NOTED YOUNG TROTTER.

Sale in Madison Square Garden at High Water Mark-J. L. Tariton Gives \$8,250 for Billy Burk, While the Mad-

Fancy prices were frequent at the Old Glory Sale in Madison Square Garden yes-terday and from the moment the first animal There was a good crowd present, especially for Czarevna, a three-year-old chestnut filly, the figure being \$0,000. The buyer was A. B. Coxe of Paoli, Pa., and he seemed quite satisfied with the bargain. As a two-year-old Czarevna hung up the world's race record for the mile, which she reeled off in 2:12½, and incidentally she secured the Kentucky Horse Review and American Horse Breeder Futurity for two-year-olds

ion and that he is trying to take auvanises of Jeffries, a possible back number!"

All Kaufman, who is annoying Jeffries about as much as Langford is embarrasing Johnson, has had several confabs with William A. Brady here, and when Jeffries and Johnson get together eart Wednesday for their fight it is said there will be a pretty warm side issue. In all probability Kaufman, backed by Brady, will publicly challenge Jeffries to fish t twenty rounds for \$10,000 a side, the time limit being ninety days, winner take all. It is even hinted that Kaufman will offer to give the entire receipts to charity. If Kaufman-shallenge is accompanied by a \$5,000 or \$10,000 forfield to accept or admit that he cannot fit himself for a contest of this kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on contest of the kind before he takes the negro champion on the contest of the predicate and to the predicate and the predicat

E. J. WILLIS CO., 8 Park Poace. Bet. Broadway and 6th av., "L" static

HORSES AND CARRIAGES.



Old Glory Sale Continues To-Day at Madison Sq. Garden 2 MORE DAYS and EVGS.

Racehorses. Trotters, Pacers, Stallions, Brood-mares and sensational youngsters.

by Silent Brook-Lilly; Clark Spencer, Salem, N. Y.
quil. trotter, 2:17. b. m., 4 years, by
Aquilin-Ka; F. B. Young, Tulsa, Oklahoma.
Dreamwold Dareneon, ch. c., 2 years, by
Dare Devil-Dreamwoldneon; Ed Dodboma
Dreamwold Dareneon, ch. c., 2 years, by
Dare Devil—Dreamwoldneon; Ed Dodson, Utica
Gypsy Constantine, trotter, ch. f., 2 years,
by Constantine—Mag Simmins; F.
Nolan, Saratoga, N. Y.
Genie Constantine, trotter, b. f., 2 years,
by Constantine—Yvonne Direct; Ardmaer Farms, Raritan, N. J.
Grace Constantine—Carpet; Ardimaer Farms,
Raritan, N. J.
Jim Wells, trotter, 2:244, b. g., 6 years,
by Prodigal—Lady Ethel; J. C. Eldred,
Utica, N. Y.
Utica, N. Y.
Soprano, trotter, 2:2634, ch. f., 3 years,
by Bellini—Operetta; Edward and J.
Madden, Lexington, Ky.
Richbell, trotter, 2:30, ch. s., 4 years, by
Bellini—Cecli McGregor; D. J. McDonald,
Pittsburg, Pa.
Laura Bellini, trotter, 2:28, b. m., 4 years,
by Bellini—Trixy Nutwood; Walnut
Hall Farm, Donerall, Ky.
Rosini Bellini, trotter, 2:30, b. f., 2 years,
by Bellini—Trinonet; Walnut Hall Farm,
Donerall, Ky.
Clociara, trotter, bik, f., 2 years, by Bellini—Miss Previous; Ardmaer Farm, Raritan,
N. J.
Vanitza, trotter, 2:294, b. m., 6 years, by
Peter the Green-Princess of Monaco; Clociara, trotter, bik f., 2 years, by BelliniMiss Previous; Ardmaer Farm, Raritan,
N.J.
Vanitza, trotter, 2:29½, b. m., 6 years, by
Peter the Great—Princess of Monaco;
E. L. Featherston, Lexington, Ky.
A Kentucky Belle, trotter, 2:21, cb. f., 3
years, by Peter the Great—Maggle
Onward; E. L. Jamison, Buffalo, N. Y.
Treko, trotter, 2:18, br. s., 4 years, by
Noto—Silurian; Clark Spencer, Salem,
N. Y.
Baroness Virginia, trotter, 2:08½, ch. f.,
3 years, by Baron Review—Virginia
Reynolds; Gen. Brayton Ives, New York
Baroness Bvelyn, pacer, 2:24½, by Baron
Review—Virginia Reynolds; J. W. Kinser,
Saratoga, N. Y.
Belie McKenney, trotter, b. m., 5 years, by
McKenney—Belle Red; Walnut Hali
Farm, Donerall, Ky.
Review Belis, pacer, 2:23½, rn. c., 2 years,
by Baron Review—Klingle; G. M. Regir,
Philadelphia, Pa
Baroness Roubaix, pacer, rn. f., 1 year,
by Baron Review—Latoka; E. Platt,
New York city
June Review, Irotter, b. f., 1 year, by Baron
Review—June Edgewood; G. M. Worthling, Brooklyn, N. Y.
Billy Burk, trotter, b. f., 1 year, by
Silent Brook—Crystals Last; J. L. Tariton,
Lexington, Ky.
Shawby, trotter, br. c., 3 years, by
Silent Brook—Crystals Last; J. L. Tariton,

Tonkers Marathon Postponed Till

trotter, 2:07%, ch. f., 3 years, by e Great—Orianna; A. B. Coxe,

The Yonkers Marathon scheduled for ready, but the Mercury A. C. decided nor send the weather until to-morrow. The start will be at 12 o'clock. All the runners were ready, but the Mercury A. C. decided not to send them on the long journey. Those men from Canada and Chicago will be kept at the expense of the Mercury A. C. till flaturday.

Bodies A1 Last Call 40 Only Limousines :- A few Landaulets Must sell; won't carry any over; so make Fitted to any chassis, complete.

200 Autos Each A1 Packarda, Perfesses, Pierces, Stevens, Mercedes, Isotta, Rochets, Stoddarda, Panharda, Staaris, Oldsmobiles, Bulcis, Reco. Clements, Maxwells, Cadillacs, Pope-Hartfords, \$10,000 English car. In fact practicelly sil the standard models. All Al. "Straight Goods."

Prices 1/3 off last Month's

Clearance wanted, so bring money and get a bargain. DEMONSTRATIONS GIVEN, MANY Broadway Mammoth Auto Exchange

36, 38, 40 West 60th St. LOZIER Big Six, 50 H. P. Touring Car, on sale by customer at a sacrifice, owing to a death is family. LOZIER, 56th st. and Broadway.

DIRECTORY

ALCO American Locomotive Company.
1886 Broadway. Tel. 5300 Col. BUICK Motor Co., B'way, between asth a Coates-Coshen Dup. parts on hand; near 648 St., 1912 B'way. Tel. 3163 Co

MAXWELL MAXWELL-BRISCOE (Inc.) NATIONAL d'ourtner Motor Car Co., 1922B'way

- STEVENS-DURYEA

A.G.SPALDING & BRO., 29 W.42d. Tel. 453 Bryan

WHITE WHITE CO., Broadway and 62d SC.